



PLANNING REF: 4063/19/FUL

Description: READVERTISEMENT (Revised Plans Received) Replacement dwelling with associated landscape work (amendment to design previously approved 1125/17/FULL)

ADDRESS: Sandnes, Beadon Road, Salcombe.

LETTER OF OBJECTION FROM THE SOUTH HAMS SOCIETY

The South Hams Society interest

For the last 50 years, the South Hams Society has been stimulating public interest and care for the beauty, history and character of the South Hams. We encourage high standards of planning and architecture that respect the character of the area. We aim to secure the protection and improvement of the landscape, features of historic interest and public amenity and to promote the conservation of the South Hams as a living, working environment. We take the South Devon Area of Outstanding Natural Beauty very seriously and work hard to increase people's knowledge and appreciation of our precious environment. We support the right development - in the right places - and oppose inappropriate development, as we believe to be the case with this application.

Delegated Approval of application 4063/19/FUL.

The South Hams Society (SHS) have submitted a number of previous letters of objection to this application, and we resolutely maintain and reaffirm the comments and references to Policy within.

The DMC gave authority to the Chairman of the DMC and to the two Parish Ward Members for recommended approval as obtained by Patrick Whymer, Head of Development Management Practice at the SHDC on the understanding given by Mr Whymer on 2nd December 2020 when addressing the DMC meeting:

'The key issue to me seems to be revolving around the width of the access track and the, on the one hand we have a neighbouring resident saying the track is only 2.3 metres wide and therefore the vehicles won't fit and you have the applicants agent saying the vehicles are 2.55, they checked it and they will fit.'

I have gone back through all the information I can see on the web site, I may have missed it but I can't see that we have got a detailed topographical survey of the Road so we can

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categorically say with any degree of certainty how wide it is so what I am wondering is a way forward on that would be if members were minded to approve, perhaps it could be a delegated approval, subject to the receipt of a detailed topographical survey of the Road that does demonstrate that its more than 2.55 metres wide and therefore the vehicle would come up.

That shouldn't cause an issue for the applicant because as the agent said they have already checked this out and they are very confident that it does work so I am assuming the topographical survey would actually support that role.

But if, and I am not suggesting this for one minute this would be the case, but if that topographical survey suggested that the Road was less in width than 2.55 then I think we would have to come back for further discussions because clearly then the vehicles wouldn't potentially fit in certain places.

So that would be my recommendation to change the officers recommendation to a delegated approval subject to a receipt of that topographical survey and the topographical survey comes in and it shows that it is more than 2.55 or 2.55, then that isn't an issue and it gets shared with yourself chairman and the two ward members and we move on'.

Now the local planning authority has that topographical survey and the transport vehicle rated for a GVW of 32 tonnes does not fit. For a reason we do not understand, the survey has assessed the minimum width required to be 2.50 metres when the vehicle is 2.55 metres.

The first Construction Management Plan submitted said this:

The existing private part of Beaden Road will be widened, improved and maintained through the project for the benefit of all neighbours but also to make the access to site easier and to accelerate the construction process.

5 Expected Vehicle Sizes and numbers

During the construction period, different types of Vehicles will be used to transport materials to and from site but in the main the vehicles fall in the following categories:

- “Eight wheeler trucks” – 9.6m long and 2.55m wide, max. Vehicle weight 32t

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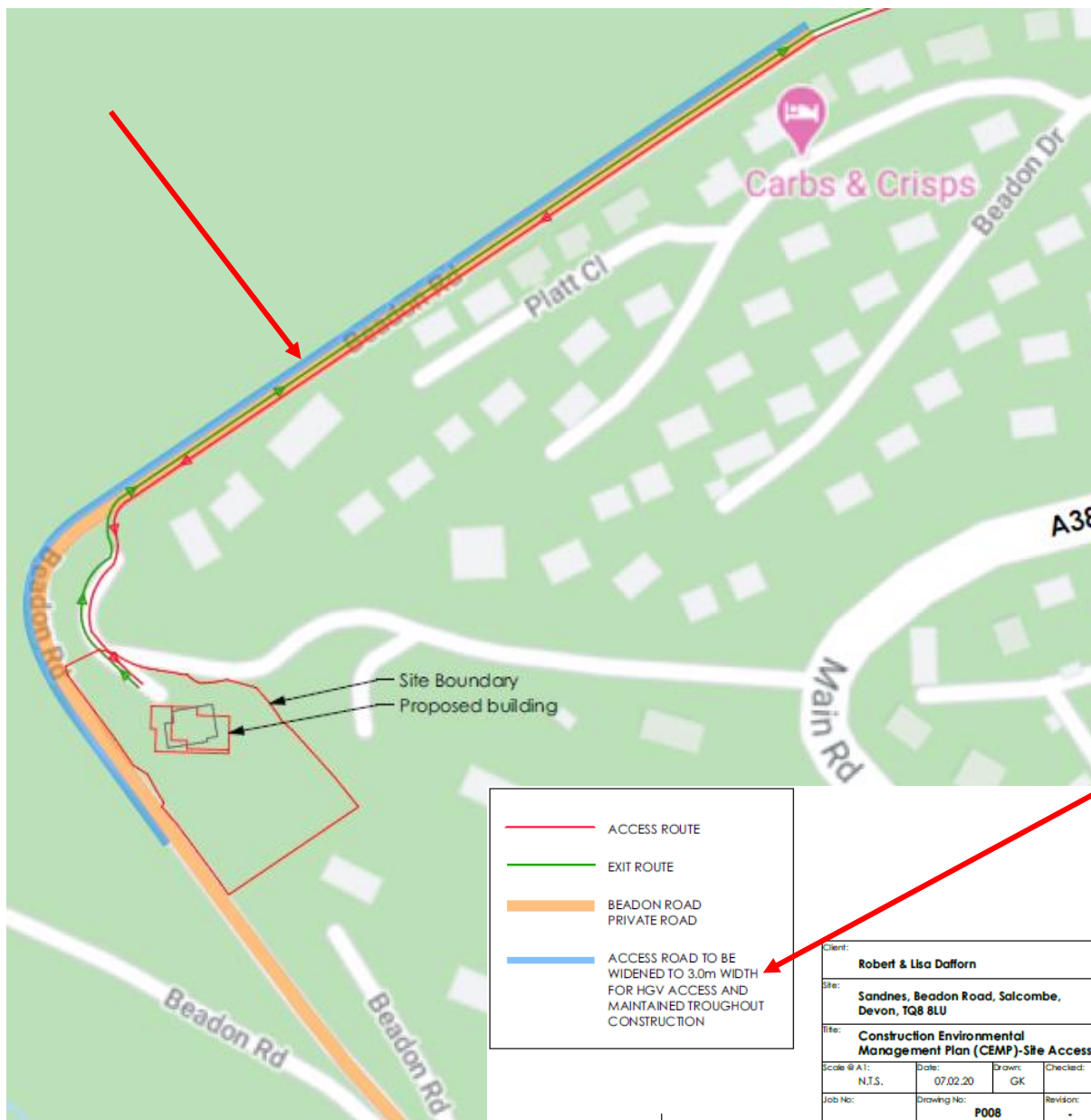
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|----|--|---------|--------------|--------------|
| 19 | 4 Site Preparation & Demolition | | Mon 27/07/20 | Fri 04/09/20 |
| 20 | 4.1 access road improvements | Eclipse | Mon 27/07/20 | Fri 07/08/20 |
| 21 | 4.2 site setup / tree protective fencing | Eclipse | Mon 10/08/20 | Fri 14/08/20 |
| 22 | 4.3 Demolition of main house | Eclipse | Mon 17/08/20 | Fri 04/09/20 |
| 23 | 4.4 Demolition complete | Eclipse | Fri 04/09/20 | Fri 04/09/20 |



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The last Construction Management Plan submitted describes the house delivery trailers:

PHASE 3 – HOUSE ASSEMBLY

- **Trailer / tractor units**
 - house delivery, 20 deliveries, 2 - 3 per day over two weeks, 5 in the last week. The trailer are approx. 2.55 m wide and 11.0 m long
- **Tower Crane (self-erecting)**

The first CMP said that Beadon Road required improvement to accommodate 2.55 metre wide by 9.6 metre long 32 tonne vehicles. **The CMP plan (P008) for Beadon Road made it clear that a large section required widening to 3.0 metres.** The road improvement was required before the existing dwelling is demolished and material removed as can be seen in the development planning timescales extract.

There was a significant public outcry about the likelihood of damage occurring to Beadon Road, which must be stated is more in keeping to a Bridleway than a road or lane.

It was said at the December DMC meeting that the large public numbers of objectors did not add any weight to the planning argument and the South Hams Society agrees with that in normal planning application.

The leader of South Hams District Council recently noted that only 6 parish residents objected to that proposal for the harbour office application at Bantam, and argued that she was there to represent the whole of the community who had chosen to neither support or object to the application. She was wrong in that instance and the district council's legal adviser was forced to make a statement.

BUT, in this instance, **the applicant is not the owner of Beadon Road** as indicated on their submitted site plan.

This isn't about a planning decision. This is about permission to use Beadon Road and cause environmental damage to an un-metalled road not constructed to carry a 32 tonne vehicle nor wide enough for the vehicle to travel along it.

It is not clear to the South Hams Society what grounds the local planning authority has to give approval to a private individual in the face of such widespread public objection.

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The amended Construction Management Plans (CMP) states that there is no longer a need to widen the Road to 3.0 m, and that the Road is a sufficient width to allow the tractor and trailer to gain access to the site. Beadon Road clearly isn't wide enough.

The applicants CMP statement that an eight wheeler vehicle measuring 9.6 m long , 2.55 m wide & weighing 32 tonnes can access the Sandnes site along Beadon Road without impacting verges, hedges, trees and root systems is now proven to be wrong and must be refused in order to protect and conserve the character, appearance and amenity of the Road.

The vehicle proposed doesn't fit and there is no spare width left to manoeuvre the vehicle. The trailer isn't running on tracks where it could be contended that no steering was required and is even longer at 11 metres.

It is now abundantly clear that this proposal is unacceptable because all those members of public who objected to it because of environmental harm to Beadon Road have been proven correct.

The DMC recommendation:

Officer's recommendation to a delegated approval subject to a receipt of that topographical survey and the topographical survey comes in and it shows that it is more than 2.55m or 2.55m

The applicant has now confirmed, that their previous claim was incorrect and we now know that Beadon Road cannot be used for the proposal without damaging verges and compressing the soils and tree route systems.

All trees should be protected during construction work in accordance with British Standard 5837:2012

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Common damage to trees during development

- abrasion of bark and wounds that leave wood tissue exposed;
- crushing of roots by vehicles / plant equipment and / or storage of materials;
- severing and removal of roots by excavation;
- broken branches, leaving wood tissues exposed;
- poor pruning;
- fire damage;
- poisoning of roots from spillage, or storage of fuel, oil, chemicals and any other potentially noxious materials;
- changes in soil levels around trees, resulting in root death;
- installation of impermeable surfaces.

The part of the tree most susceptible to damage is the root system because:

- roots cannot be seen and their extent is not realised;
- of a lack of understanding of root function and their importance for the health of the tree.

The affects of damage can be serious, but often it takes several years for this to become evident and is not always linked back to the actual cause during development work. Often, by the time the damage becomes evident, the developer may no longer own the site, leaving the new owner with the problem and the potential need for costly tree work. Lack of protection can also result in damage to bark and branches that can disfigure a tree and result in disease and decay that also reduces safe life expectancy.

Tree Root Systems

Roots have three main functions:

- absorption of water, oxygen and nutrients;
- tree 'food' storage in the form of starch;
- structural support.

Tree root development is entirely opportunistic and spreads horizontally to a distance and depth entirely dependent upon the ground conditions encountered. Very few trees have a 'tap root' after the first few years. Roots require oxygen and water to function and therefore most will remain close to the surface. Research has shown that 90% of tree roots are to be found in the top 600mm of soil. Roots may extend horizontally for considerable distances and, where conditions are suitable, this distance may be equivalent to two, or even three times, the tree height.

The majority of roots are the easily overlooked, fine, fibrous roots that absorb water, oxygen and nutrients from the soil; these are easily damaged by crushing and removal during soil stripping operations. The main structural support roots are usually found within a few metres of the tree stem and these are linked to the fibrous roots by a network of cable-like roots that also provide additional anchorage. All tree roots are important.

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Recommended Ground Protection for Trees:

5.2.4. Ground Protection

In the vicinity of the temporary unit working space will mainly be confined to existing hard surfacing. Where additional working space is required for construction within the root protection areas of retained trees, the British Standard specifies the following type of ground protection.

- a) For pedestrian movements only, a single thickness of scaffold boards placed either on top of a driven scaffold frame, to form a suspended walkway, or on top of a compression-resistant layer (e.g. 100 mm depth of woodchip), laid onto a geo-textile membrane;
- b) For pedestrian-operated plant up to a gross weight of 2t, proprietary, inter-linked ground protection boards placed on top of a compression-resistant layer (e.g. 150 mm depth of woodchip), laid onto a geo-textile membrane;
- c) For wheeled or tracked construction traffic exceeding 2t gross weight, an alternative system (e.g. proprietary systems or pre-cast reinforced concrete slabs) to an engineering specification designed in conjunction with arboricultural advice, to accommodate the likely loading to which it will be subjected.

It is impossible to see how the applicant can access this site using Beadon Road without damaging the tree roots underneath the un-metalled track using a 32 tonne trailer.

Reviewing the SHDC planning files, **there is only one internal tree specialist letter with his recommendation of objection** (see end of letter). Where is the document that confirms the specialist changed his opinion and why?

The applicant's tree consultant, Aspect Tree Consultancy, reporting the potential impact on trees in Beadon Lane considered only vehicle clearance. Tree root impact was not considered? This is inadequate.

The district councils tree specialist has never reviewed the potential impact of the proposals on the tree lined Beadon Road?

Both the applicant and the district council are failing to adequately assess the potential impact on tree damage to trees not in the ownership of the applicant.

Therefore, the SHS respectfully request that this application must now be refused.

Yours sincerely

For and on behalf of the South Hams Society

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Date: 31 January 2020

Reference: 4063/19/FUL

Description: Replacement dwelling with associated landscape work
(amendment to design previously approved 1125/17/FUL)

Site Address: Sandnes, Beadon Road, Salcombe, TQ8 8LU

Supplementary Comments 15/06/2020

The following revised/ new supporting documents have been reviewed

- 05368 AIA Report Rev B 22.4.20
- 05368 TPP LIP Rev B 22.4.20-05368 Tree Protection Plan
- 05368 TPP+LIP Rev B 22.4.20-05368 Layout Impact Plan
- CMP Rev G

Upon review of the noted documents I consider the arboricultural implications of the build itself, impact on the woodland setting of the TPO and impacts that may arise due to access have now been suitably considered and measures to achieve a net increase in tree cover and associated enrichment have been achieved.

Revised recommendation

No Objection on arboricultural merit

Supplementary comments end.

Please find below our consultation response in respect of the above noted Full Planning Application, which has been prepared following review of the following documents/ plans

- Baseline Tree Survey: 05368 TCP 9.12.2019
- Layout Impact Plan: 05368 TPP 12.12.19
- Arboricultural Impact Assessment: 05368 AIA 12.12.19
- Tree Protection Plan: 05368 TPP 12.12.19
- Site Plan: PA007
- Design & Access Statement

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Appraisal

1. The submitted information has been principally reviewed in accordance with the Plymouth & South West Devon Joint Local Plan 2014-2034, BS5837:2012 Trees in relation to Design, Demolition & Construction & further additional industry best practise guidance, policies and legislation as required.
2. Woodland TPO 086 is extant across the site, purposefully protecting those trees present and those emerging from the inception of the order.
3. The building by its increased massing and associated structures, drainage, coverage of woodland floor greater than the consented scheme is likely to have an adverse and non-mitigatable impact upon varied woodland benefits.
4. Support on arboricultural merit was made to the previously consented scheme which would be repeated, however the increased massing of this application layout prevents support due to long term impact upon the cohesive nature of trees within the grounds which form component parts of the sylvan setting of the area.

Recommendation

- Objection on arboricultural merit for the following reasons
 1. It is considered the application is contrary to Policy Dev 28 of the Plymouth & South West Devon Joint Local Plan 2014-2034 and/ or BS5837: 2012 Trees in Relation to Design, Demolition & Construction.

Lee Marshall, FdSc, MarborA
Tree Specialist – Natural Environment
South Hams District & West Devon Borough Council

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